

GOODROADS TALK; THE FAMOUS DRAG

(Continued From First Page.)

Yarrell took me out a few miles from Emporia to show me some really good roads. He had an old ten-year-old horse hitched to a Jamestown Exposition buggy, and there are but few automobiles in any garage in the State that could have made better time than did this horse. Ten years ago a horse of that kind could not have made any such time in the same county. But about three years ago the people of Greensville county, and especially that lively bunch of them who live in the town of Emporia, waked up to the necessity of good roads. They were business and calculating folks, too, they were, and right well did they know that the way to get good roads is somewhat similar to the way of getting good hats or good overcoats or good anything else—going down in your pocket for the money and paying for them. Greensville county people determined to buy good roads, because that was the only way to get them, and they needed them. This question was decided three years ago, and it is no use to go into details about the work. The results speak for themselves.

Now and Then.

Commencing with the good roads business less than three years ago, there are now in the county thirty-five miles of first-class good roads, reaching out in three directions from the county seat and opening up markets for Emporia that it never before knew.

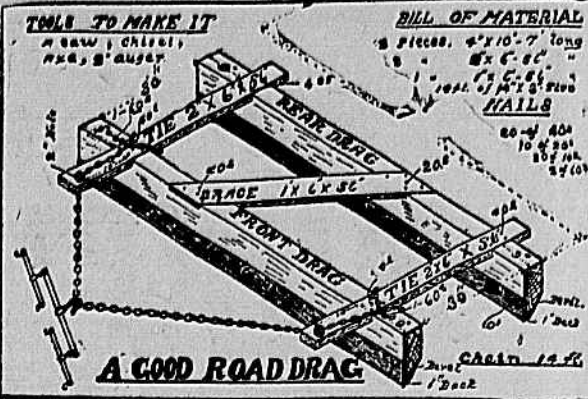
These roads cost money, or cost they did. They cost just \$1,100 per mile on an average, and they have stood from two years down to five months without costing a cent for repairs. These roads are made of sand and gravel loaded down on a solid clay bottom. The sand and gravel when properly laid on the solid clay foundation were properly pressed down with a steam roller, and it may be well enough to remark right here that a steam roller is an essential in road-building. That is true, but a roller is no good, and gravel and sand are no good unless there is the proper drainage and the proper guttering to carry off the water.

These Greensville county roads are properly drained, properly guttered, properly rolled, and in every way properly built, and Greensville county has sand-gravel-clay roads that are really better than the genuine macadam road, and that will last a lifetime.

Where They Pay.

Now as to the profits. Well, the town of Emporia figures the profits immensely, because people are coming to market in that town and getting back home before nightfall, who never before knew the town. They are coming from twenty to fifty miles. The country people are also figuring largely on the profit side. I saw a little farm on one of these good roads the other day (and a beauty it was), and I asked the owner what he would take for it. He said he didn't want to sell it, but after seeing the drift of my inquiry he told me that if for any reason he did want to or needed to sell he would have no trouble in getting \$50 per acre for the place. Four years ago, before the good roads came, this man paid \$17.50 per acre for that land. Judge Yarrell told me that this was but a sample of what I would find in the way of comparative figures along the lines of those good roads.

Well, one good road leads to another, for a good road is an object lesson that speaks louder than all of the columns and pages that I or anybody else could write in a month.



SPLIT LOG DRAG.

Greensville county, much against the protest of some of its old fogies, commenced this good roads business only two years ago. There are no more old fogies in the county now, but every citizen is a good good roads advocate, and the calculations of those who are in a position to know are that within the next two years all of the county's roads, that is to say, something like 140 miles, will be just like those I traveled over with Judge Yarrell this week.

A Timely Treatise.

These roads have not been worked on since they were built. Of course, the time will come when they will need repairs, and I guess the people ought to be finding out about the best way to repair.

I have just been reading in the Progressive Farmer an instructive article on the split log drag, by Professor W. L. Spoon, of the North Carolina Geological Survey. It is a timely treatise, and I hope everybody in Greensville county and all the balance of Virginia will read it. Here it is:

Lately a great deal has been said and written regarding the road drag and its usefulness, and under certain circumstances its value can hardly be overestimated. On account of this fact, it has been thought advisable to present a practical form of drag that is applicable to any farm community and can be easily constructed by any one, even those who are not familiar with this machine. For this purpose a cut has been prepared which illustrates in detail how such a drag is made, and gives the bill of material needed for its construction.

Wise Suggestions.

In order to assist any one desiring to build one of these drags, the following suggestions are given:

After the bill of materials has been assembled the work of construction should be commenced by setting the two drag pieces upon their edges thirty inches apart and in line with each other; that is, one just behind the other.

Most drags are dodged, so that when they pull at an angle they will exactly "track," but when the drag is made in that manner it can only be used to go one way on one side of the road, while if made as described above, it can be used up and down, back and forth, on either side, which is often of very great advantage. After the pieces are set up as described, a piece may be tacked across the ends to hold them in place while sawing and fitting in the tie pieces. To fit in the tie pieces, lay them on the drags eight inches from the ends and mark the drags carefully, so that when the pieces are sawed and chipped out for the ties they will fit in tightly. It is a good plan to make them so tight that they must be driven in with a hammer, for then the nails will hold much better. After the two drags have thus been joined, and the two ties set

in as shown in the cut, nail them securely with five 40-penny nails at each place, as indicated. These ties should project twelve inches over in front and six inches in the rear. A two-inch hole should then be bored in the front end of the tie, as indicated. This hole is for the chain to pass through for a hitch. Next lay the brace piece on and mark carefully, as shown, then cut and fit the brace in tightly and nail securely with 20-penny nails.

Other Particulars.

If the directions have been followed carefully it is now ready to turn upside down. When turned hew the back bevel on the drag with an axe, as shown in the cut, leaving the front edge of each drag one inch thick. While it is still in this position nail securely the two steel plates so that they will extend about one-eighth of an inch lower than the face of the drag. This is done for the reason that the steel will have a better chance to get hold of the road and move material than it would if it were placed flush. When this has been done, turn the drag right side up and it is ready for the chain and to be put to use.

Chains, Etc.

To put the chain on, pass it around the tie as indicated and down through the hole in the end of the tie, then up through the hole in the end of the second tie, and around it behind the drag, as shown in the cut. The stretch hook may be hitched in at any place desired to give the angle to the drag that is desired. This drag will work either end forward, simply by a change in the hitch. All that is necessary is to move the hook on the chain. A little practice will soon make any one proficient in the use of this drag.

To operate it, throw a board six feet long and ten or twelve inches broad on the ties and brace, about midway between the drags. This is for the driver to stand on. It will be interesting to notice the effect of the driver changing his position on the drag. Step one foot on the front of the drag and it will cut the carry material until the weight is removed, step back on the rear drag and the front one will drop its load and the rear one catch it. Step forward again and the latter drag will drop its load. In this way a little practice on the part of the driver will enable him to become very proficient in filling up holes. If it is desired to crown the road up stand with superior weight on the front and a little to the ditch end of the drag and let the drag have an angle of about forty-five degrees.

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REAL ESTATE AND BUILDING NEWS

(Continued From First Page.)

preserve with hunting and fishing facilities. Here is one from Ohio from a party wanting a large tract for colonization purposes. Here is another from a party in Illinois, who offers a fine investment property valued at \$50,000 with an income of \$7,000 for a farm, upon which he wishes to locate two boys who want to be Virginia farmers, but "whom he fears will be tramps if he don't settle them soon in Virginia." We have another from Northern Pennsylvania from a widow, who wants a small farm where the climate is warmer.

"Another wants a country store another from Northern Canada who can't stand nine months of frozen weather; and in striking contrast to this, here is another application from Pensacola, Fla., where it is too hot, and so it goes all down the list."

The beauty of all this is, that sooner or later these people will be accommodated; it may require weeks, months or possibly a year of tenacious correspondence, as was the case with the chemist referred to above, but the game is worth the powder, and it is generally well to keep eternally after it until it is landed. As before stated, the business of the past week was very good in the aggregate, but it was largely scattered. In the West End numerous lots were sold, on Church Hill good business was done, away out in Fulton there were a number of deals and in the suburbs there was a great deal of quiet activity. Blanton & Co. were not a little aroused by the census figures, and the healthy young men in that establishment got a move on themselves and sold a whole lot of property, something more than half of which was suburban dirt, which included some mighty pretty lots near the new Catholic College.

Notes by the Way.
The Woodland Heights people say they expect to be showing property all of this week to State Fair visitors who have heard all about that delightful suburb.

The building operations in Barton Heights seem to know no such thing as a cessation.

Green & Redd expect to be in their new quarters at Ninth and Franklin Streets on or before the 10th.

A "new Richmond" among real estate agencies has hopped to the field. Shea & Keegan is the style of the new firm, and they will hold forth at 1114 East Main Street. The members of the firm are A. V. Shea, who for the past seven years has been connected with Green & Redd and has had abundant opportunity to study the business in all of its phases, and John J. Keegan, who for many years has been a bookkeeper in the First National Bank, and later the private secretary of Fritz Sitterding.

There are rumors in the air about a new "all men's hotel" that will be a combination city and out-of-town club-room. Just where it is going to be and who is going to be "it" seems to be a secret, but the commercial interest of Richmond seems to demand something



THE DRAG AT WORK.

of that kind, and whatever Richmond demands it is very likely to have.

Rumors of big sales of farm lands along the upper James River Valley lack confirmation, but it is not a secret that those lands are mightily in demand, and sales are quite likely to be made in the near future.

POULTRY FOLKS ARE IN EVIDENCE

(Continued From First Page.)

strains may not meet your expectations, yet if you are a true fancier you would probably play the game, just for the joy of playing it. Look at it right, and the question of art enters into most transactions. An artistically grown fern, shrub or tree always commands a better price than one that is inelegant in appearance. The same is true of everything. You will buy nice looking fruit, even at a small advance in price, in preference to seedy-looking stuff, although the taste may be the same.

Prices of Stock.

I might mention in connection with this article to remember that all of our domesticated fowls have many generations of mixed ancestry behind them, which is liable to crop out in their offspring from generation to generation. Then you also have the infertile eggs to chance. These, as a rule, are duplicated by most breeders, so that this part can be easily overcome by buying more eggs. But above has little to do with the art phase of our subject. The person who wants the best usually has to pay the price. For myself, I question the wisdom of paying \$10 per egg, same as I would hesitate to pay \$10,000 for a race horse, even if I would perchance be in a position to pay for it. The value of fine birds, like fine cattle or horses, is purely relative, and a matter be-

tween buyer and seller. Now to get at what I ought to have said in the beginning, if you are after buying some stock while visiting our fair this week don't try to buy show birds for \$1 apiece or fine hatchable eggs at \$1 or \$1.50 per sitting. Get the best while about it, and be willing to pay a fair price for it. The quality will please your eye long after the price is forgotten. There will be quite a few birds at the fair that cost their owners from \$50 to \$150 apiece, so don't faint when a breeder offers you a nice pen of birds for \$25, which is only \$5 per bird. See how much competition is there in the breed you are interested in, for if there is no competition in this or that class, then you can't tell much about the "quality" by the ribbons. The number of entries being so large at this year's exhibit, the Fair Association telegraphed for an additional judge, R. L. Simmons, of North Carolina, has consented to come, so we will have all classes judged by Tuesday and have all ribbons in place for Wednesday, "Richmond Day."

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